

Designation Readiness Worksheet – FY 2008 America’s Byways® Nomination Cycle

For Your Use Only - Worksheet Not to be Submitted with the Nomination Application.

The Federal Highway Administration has developed this worksheet to help byway leaders judge your readiness to seek national designation for your byway. It is intended for your use only as you begin to think about the kind of information you might be requested to provide in your nomination application. *This worksheet is meant for initial planning purposes only.* It is based on the [Interim Policy](#) (the principal policy for the program) and [23 U.S.C. Section 162](#) (the statute governing the National Scenic Byways Program). For more detailed information on what is required to submit a FY 2008 nomination application, please see the FY 2008 National Scenic Byways Program Nomination Guide.

Seeking designation requires considerable effort and the collection and assessment of many documents. **All materials must be submitted in electronic form as part of the application. Additional attachments beyond those requested in the Nomination Application will not be considered.** Byway leaders are encouraged to review this Worksheet, make notations, and verify that they have the information available to demonstrate that their road possesses the necessary Intrinsic Qualities and significance needed to be considered for designation as one of America’s Byways®.

Assessing Our Documentation

☐ We have discussed our interest in seeking national designation with our State, Indian tribe, or Federal land management agency scenic byway coordinator or contact and understand the requirements for submitting a nomination application to them for subsequent submission to FHWA.

The Interim Policy (principal policy) and 23 USC 162 (law guiding the NSBP Program) statements are reproduced below each section label.	Verification	Documentation Locations (CMP or other sources)	Notes or Observations
State, Indian Tribe, Federal Land Management Agency Designation To be considered for designation, a road must be nominated by a State, an Indian tribe, or a Federal land management agency (U.S. Forest Service, Bureau of Land Management, National Park Service and Bureau of Indian Affairs) and must first be designated as a State scenic byway, an Indian tribe scenic byway, or, in the case of a road on Federal lands, as a Federal land management agency byway. Nomination by Indian tribes: An Indian tribe may nominate a road as a National Scenic Byway only if a Federal land management agency (other than the Bureau of Indian Affairs), a State, or a political subdivision of a State does not have jurisdiction over the road or responsibility for managing the road. An Indian tribe shall maintain the safety and quality of the roads nominated by the Indian tribe. States, Indian tribes, and Federal land management agencies shall notify each other regarding the nominations made for roads that are within the jurisdictional boundary of the State, Indian tribe or Federal land management agency; or directly connect to roads for which the State, Indian tribe, or Federal land management agency is responsible.	<input type="checkbox"/> Designation information and the date are documented.	<input type="checkbox"/> Copies of State, Indian tribe or Federal land management agency designation submittal and notice are available.	Date designated: Notes regarding how the safety and quality of the road will be maintained: Notes regarding reciprocal notification:

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<p>Vehicles Accommodated</p> <p>A road or highway should safely and conveniently accommodate two-wheel-drive automobiles with standard clearances to be considered for designation as a National Scenic Byway or an All-American Road. In addition, <i>to be considered for All-American Road designation, roads or highways should safely accommodate conventional tour buses.</i> See Pages 5-7 of this worksheet for discussion of more extensive All-American Road designation requirements.</p>	<p><input type="checkbox"/> At a minimum, the entire nominated route accommodates two wheel drive automobiles (unpaved roads, or sections of roads that are proposed for nomination that may be unpaved may be submitted for consideration for national designation but should meet this criterion).</p>	<p><input type="checkbox"/> Accommodation evidence is available in the following sources:</p> <p><input type="checkbox"/> Any limitations for R/V or large vehicles are noted.</p>	<p>Any issues we need to remember:</p>
<p>Provisions for Bikes & Pedestrians</p> <p>Roads or highways considered for National Scenic Byway and All-American Road designation should accommodate, wherever feasible, bicycle and pedestrian travel.</p>	<p><input type="checkbox"/> Where possible, bicycle and/or pedestrian travel is safely accommodated.</p>	<p><input type="checkbox"/> Discussion available in the following sources:</p>	<p>Locations we will reference in the nomination application or on a map:</p>
<p>CMP Available for Submittal</p> <p>A scenic byways corridor management plan, prepared in accordance with Paragraph 9 of the Interim Policy, should be submitted and approved in order for any road or highway to be considered for National Scenic Byway of All-American Road designation. (See the Interim Policy for more details.) <i>To facilitate review, you will be required to submit this document in electronic form as part of your nomination application.</i></p>	<p><input type="checkbox"/> The CMP for the nominated route clearly satisfies the required list from the Interim Policy detailed in Paragraph 9.</p> <p><input type="checkbox"/> The CMP is available in electronic form</p>	<p><input type="checkbox"/> List identifies page numbers from the CMP that discuss each required point from Paragraph 9(a) of the interim policy</p>	<p>Notes about CMP, citations, alternative discussion sources, other planning documents related to corridor planning:</p>
<p>Continuity</p> <p>An important criteria for both National Scenic Byways and All-American Roads is continuity. Neither should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor's experience.</p>	<p><input type="checkbox"/> Travelers can easily follow the route, even when gaps are present.</p> <p><input type="checkbox"/> The nominated route is continuous or has minimal gaps.</p> <p><input type="checkbox"/> Any gaps that exist do not diminish the traveler experience.</p> <p><input type="checkbox"/> Explanations for gaps and/or intrusions that interrupt the continuity of the traveler experience can be provided (e.g., local zoning decisions, lack of community support, etc.)</p>	<p><input type="checkbox"/> Maps of the entire designated route are available</p> <p><input type="checkbox"/> Maps indicate corridor boundaries, byway features, points of interest, communities and partners and clearly show gaps in the corridor</p> <p><input type="checkbox"/> A summary describing all route segments is available.</p> <p><input type="checkbox"/> Addresses/ intersections and</p>	<p>Description of route segments and gaps:</p> <p>Information we already have or that needs to be collected to document how travelers follow the byway:</p> <p>Maps or Information we already have that needs to be converted or scanned into an electronic format for</p>

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	<input type="checkbox"/> Continuity in providing for the traveler experience is documented.	GPS coordinates for the beginning and end points of the byway, as well as for other key points along the byway are available.	submission:

Please note: **Photographs are a very important part of a Nomination. Photographs document your road, the qualities that make it significant and the attractions that travelers find memorable. An essential part of your decision to seek designation of your road as one of America's Byways® needs to be the collection of high quality photos, available for unrestricted media reproduction, that reinforce the attributes of your road as you describe them in the online nomination form. Photos showing the road during several seasons and displaying people engaged in byway activities are particularly useful to reviewers. Do you have a collection of photographs available, and are they in an electronic format for proper submission as part of the Nomination Application? For guidelines on submitting images, please see our [image style guide](#).**

Assessing Our Intrinsic Qualities

Select one (1) Intrinsic Quality (National Scenic Byway) or two (2) Intrinsic Qualities (All-American Road) that will be fully discussed in the nomination. For definitions of the Intrinsic Qualities, see the Interim Policy or the FY 2008 National Scenic Byways Nomination Guide. The selection of the designation sought is an important decision that impacts the information that you will be requested to supply and substantiate throughout your nomination application.

- To be designated as a National Scenic Byway, a road or highway should possess **at least one** of the six scenic byways Intrinsic Qualities discussed below that is significant regionally (two or more States).
- In order to be designated as an All-American Road, the road or highway should possess **at least two** of the Intrinsic Qualities that are significant nationally.

The primary Intrinsic Quality(s) of the nominated route is/are (Select one for National Scenic Byways or two for All-American Roads):

- ☐ Archaeological
- ☐ Cultural
- ☐ Historic
- ☐ Natural
- ☐ Recreational
- ☐ Scenic

Assessment Question	Notes or Observations
<input type="checkbox"/> The selected Primary Intrinsic Quality(s) can be clearly identified, documented and related to the byway traveler experience. Documentation includes a map establishing the corridor boundaries and locations of Intrinsic Qualities as well as narrative discussions from planning documents and/or publications.	Notes and documentation for this discussion:
<input type="checkbox"/> Each selected Intrinsic Quality is discussed and mapped in our planning documents. We should select one or two primary IQ's (NSB or AAR) for complete discussion. <input type="checkbox"/> The context or connections between the identified Intrinsic Quality(s) and our byway planning will be clearly understood by reviewers.	Notes and documentation for this discussion:
<input type="checkbox"/> The regional significance of the one primary Intrinsic Quality (NSB) can be clearly described and documented. A National Scenic Byway designation requires that, <i>"The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region."</i> See Pages 5-7 of this worksheet for discussion of more extensive All-American Road designation requirements	Notes and documentation we have or need to collect that demonstrate regional significance:
<input type="checkbox"/> If there are other America's Byways® in our region, the Intrinsic Qualities and/or supporting resources that are unique to our road can be identified and clearly documented. This road adds value to the existing collection of America's Byways.	Summarize the adjacent roads and their Intrinsic Qualities in contrast to ours:
<input type="checkbox"/> Travelers can easily identify the value and integrity of the road's Intrinsic Quality(s), especially the primary IQ, through means such as publications, travel-related articles and conversations with residents and stakeholders. Examples are collected and/or documented.	Notes, information and publication references we have or need to collect and

Assessment Question	Notes or Observations
	document:
<input type="checkbox"/> Resources that support the Intrinsic Quality(s) have been identified inventoried and documented. Visitors can easily locate the resources and can understand their significance and relationship to the road. The resources are related to byway stories, and byway travelers can locate them as they travel the road.	Notes or information we have or need to collect and document:
<input type="checkbox"/> Interpretive information and strategies to deliver stories and traveler information about byway resources is available to byway travelers now or will be available when designation occurs.	Notes on information we have or need to collect and document:

Additional Intrinsic Quality Considerations for All-American Roads

Assessment Question	Notes or Observations
<input type="checkbox"/> We are seeking the All-American Road designation and are certain our primary Intrinsic Qualities have national significance and best represent the nation. <i>Policy requires: In order to be designated as an All-American Road, the road or highway should meet the criteria for at least two of the intrinsic qualities. The road or highway should also be considered a destination unto itself. To be recognized as such, it should provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip. The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.</i>	Notes and documentation we'll need to demonstrate national significance:
<input type="checkbox"/> For our All-American Road nomination, our primary Intrinsic Qualities represent one-of-a-kind features that do not exist elsewhere. <i>The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.</i>	Notes and documentation for one-of-a-kind features that do not exist elsewhere:
<input type="checkbox"/> For our All-American Road nomination, we can clearly demonstrate that this road meets the policy criteria to be a "destination unto itself". <i>The policy states, "To be recognized as such, it should provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip."</i>	Notes and documentation we will need to establish the fact our road is a "destination unto itself".

Further Considerations for All-American Road Designation

All-American Road Requirement The Interim Policy statements are reproduced below each section label.	Verification	Documentation Locations (CMP or other sources)	Notes or Observations
Accommodation of Tour Buses <i>To be considered for the All-American Roads designation, roads or highways should safely accommodate conventional tour buses.</i>	<input type="checkbox"/> Documentation that this road can accommodate tour buses is available.	<input type="checkbox"/> Documentation available in following sources:	Notes or information we have or need to collect to document tour bus accommodation:
CMP Implementation <i>For All-American Roads, there should be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.</i>	<input type="checkbox"/> Our CMP has been adopted. <input type="checkbox"/> Accountability and evaluation methods are in place and documented to assure effective and timely implementation.	<input type="checkbox"/> Documentation available in following sources: <input type="checkbox"/> Responsibility for implementation of the CMP has been assigned and documentation is available in following sources:	Information sources to document implementation and examples of demonstrating how implementation has occurred:
User Facilities <i>Before a road or highway is nominated for designation as an All-American Road, user facilities (e.g. overlooks, food services, etc.) should be available for travelers.</i>	<input type="checkbox"/> Route includes appropriate user facilities. <input type="checkbox"/> Facilities have been inventoried and documented.	<input type="checkbox"/> Documentation available in following sources:	Notes or information we have or need to collect to document availability of user facilities:
Promotion, Interpretation, Marketing <i>A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.</i>	<input type="checkbox"/> Agencies responsible for promotion, interpretation and marketing have been identified. <input type="checkbox"/> Those agencies have been notified regarding an AAR nomination and as appropriate, have been included in byway planning. <input type="checkbox"/> Planning documents clearly document current and future promotional, interpretation and marketing activities, including those activities directed internationally.	<input type="checkbox"/> Locations where we discuss these issues and existing examples include: <input type="checkbox"/> Information and brochures available for international travelers. Brochures in several languages.	Notes or information we have or need to collect to document our ideas for promotion, interpretation and marketing:

All-American Road Requirement The Interim Policy statements are reproduced below each section label.	Verification	Documentation Locations (CMP or other sources)	Notes or Observations
	<input type="checkbox"/> Byway leaders have considered ways to evaluate the results of these planning initiatives.		
Plan to Accommodate Increased Tourism <i>A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.</i>	<input type="checkbox"/> Significant increases in the number of travelers along this route and in our local communities is a common, agreed-upon goal for all stakeholders. <input type="checkbox"/> At minimum, each stakeholder is neutral on this issue and not likely to work against this goal.	<input type="checkbox"/> Discussion available in following sources:	Notes and information we have or need to collect to document our accommodation of increased tourism:
Multi-lingual Needs <i>A plan for addressing multi-lingual information needs.</i>	<input type="checkbox"/> The plan is complete that identifies the multi-lingual information needs of our byway visitors, including target dates for producing the materials. <input type="checkbox"/> Information about our byway is available for visitors whose primary language is other than English.	<input type="checkbox"/> Information on plans and existing or proposed products available in following sources: <input type="checkbox"/> Information on who distributes multi-lingual information available in following sources:	List of products that currently provide multi-lingual information: